



Lowell D. Kern
Chair

Jesse Bodine
District Manager

CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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August 16, 2021

Hon. Andrew Cuomo
Governor of the State of New York
NYS State Capitol Building
Albany, NY 12224

Hon. Kathleen C. Hochul
Lieutenant Governor
NYS State Capitol Building
Albany, NY 12224

Re: Congestion Pricing

Dear Governor Cuomo and Lieutenant Governor Hochul,

Manhattan Community Board 4 (MCB4) at its July 28th Full Board meeting, by a vote of 26 in favor, 4 opposed, 5 abstaining, and 0 present but not eligible to vote, requests that Congestion Pricing be implemented as soon as possible, to relieve our district from the extreme traffic that has overtaken our neighborhood since the COVID reopening. We also ask that certain features recommended by the Regional Plan Association be incorporated into the plan.

Vehicular congestion has increased dramatically since the beginning of the COVID reopening, threatening to stall economic recovery. Small Businesses complain of loss of revenue due to customer and delivery delays. Noise resulting from honking during gridlock prevents restaurants from benefitting from outdoor dining. Residents remain inside and won't visit retail shops in order to avoid the chaos, confusion, and lack of safety.

Further, pandemic-related reluctance to return to public transit is adding millions in losses to these already financially challenged systems.

- We urge you to promptly appoint a representative at the Traffic Mobility Review Board and ask this board to publish the long overdue Traffic Mobility Report. That would provide the means to implementing Congestion Pricing.

- The Lincoln Tunnel traffic coming from and going to New Jersey overwhelms our residential streets and our main avenues for hours, morning and evening. We request that tolls be installed for both inbound and outbound vehicles, and that variable pricing be used to incentivize drivers to travel at non-peak hours, and that pricing be tiered according to size of vehicle.
- We also request that no discount be given to drivers who already pay the Port Authority toll for using the Lincoln Tunnel. The current situation demonstrates that this toll is inadequate to dissuade New Jersey drivers from using their automobiles to come to the Central Business District. It should also be noted that New York City needs additional funding to allocate sufficient NYPD Traffic Enforcement resources to deal with the overwhelming rush, congestion, gridlock, and general misconduct that occurs daily on our streets.
- We endorse the clause in the legislation exempts emergency vehicles and vehicles transporting disabled persons.

Further, in concert with our neighboring district, Manhattan Community Board 7, we ask that the design of the gantry along 60th Street be consistent with the urban context, and that parking regulations outside the boundaries of the Congestion Zone be adjusted to prevent out-of-area drivers from parking outside the Zone in order to avoid the entry charge.

As a community district which lies entirely within the bounds of the Congestion Zone, we look forward to working with the various agencies who will implement Congestion Pricing, fine-tuning the design and implementation towards an equitable scheme.

Thank you.

Sincerely,



Lowell D. Kern
Chair
Manhattan Community Board 4



Christine Berthet
Co-chair
Transportation Planning Committee



Dale Corvino
Co-chair
Transportation Planning Committee

Cc: Hon. Jerry Nadler, U.S. Representative
Hon. Brad Hoylman, NYS Senator
Hon. Linda B. Rosenthal, NYS Assembly Member
Hon. Richard Gottfried, NYS Assembly Member
Hon. Corey Johnson, Speaker, NYC Council
Hon. Gale Brewer, Manhattan Borough President

Hon. Phil Murphy, Governor of New Jersey
Daniel DeCrescenzo, President, MTA Bridges & Tunnels, Triborough Bridge Authority
Rick Cotton, Executive Director, Port Authority of NY & NJ
Maulin Mehta, New York Director, Regional Plan Association